

**RE: NWOD In-Canal Stabilization Test Section Work Plan for Agency Review - Today if possible**

**Paul Fuglevand** to: Hernandez.Kathryn, 'Bill Rees', 'Elizabeth Palmer'

10/22/2012 11:08 AM

From: "Paul Fuglevand" <pfuglevand@dofnw.com>

To:

Cc: "Laura Briefer" <laura.briefer@slcgov.com>, "Pak, Eugene" <EugenePak@chevron.com>, "Rob Webb" <rwebb@dofnw.com>, "Skance, John" <John.Skance@bp.com>, "Galen Williams" <gwilliams@earthfax.com>, "Richard B. White" <rbwhite@earthfax.com>, "Scott Murphy" <smurphy@earthfax.com>, "Eve Barron" <EveBarron@chevron.com>, "Kevin Murray" <kmurray@chapman.com>, "Nicole Squires" <squires@chapman.com>, "Sheila Dcruz" <Sheila.Dcruz@bp.com>, "Cooper, Dave" <dcooper@dofnw.com>, "Dan Pickering" <dpickering@dofnw.com>, "Suzanne Kaminski" <skaminski@dofnw.com>, "Teal Dreher" <tdreher@dofnw.com>

**Please respond to <pfuglevand@dofnw.com>**

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Kathy, based on your comments and our phone call this morning I have updated the issue paper. It is attached.

The use of in-canal stabilization has the potential to eliminate the construction and subsequent demolition of two or three sediment processing areas (SPAs), improve the overall efficiency of the removal process, and eliminate trucking to and processing at the SPA which reduce the carbon footprint of the project and reduce the total volume of material transported offsite for recycling and disposal.

Reasonable mitigating actions are in place to address fugitive dust, to prevent residual stabilizing material from remaining in the canal, to protect groundwater, to meet paint filter test for transported material, to protect canal stability, to limit landfill footprint of the project, and to continue recycling of the excavated material.

I am concerned that if we don't decide to move with the test section today, it will no longer be feasible for this year, as the contractor is currently projecting to be done with mass sediment excavation by Wednesday of this week.

Paul Fuglevand

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**From:** Hernandez.Kathryn@epamail.epa.gov [mailto:Hernandez.Kathryn@epamail.epa.gov]

**Sent:** Monday, October 22, 2012 8:13 AM

**To:** pfuglevand@dofnw.com

**Cc:** Bill Rees; Elizabeth Palmer

**Subject:** Re: NWOD In-Canal Stabilization Test Section Work Plan for Agency Review - Today if possible

Based on this document (the latest version did not come to my epa email), the summary is not adequate. The criteria I want reviewed are 1) Assessment of the volume/weight of material disposed of amended with Portland Cement vs zapzorb. Although you discuss the SPAs that will not have to be built, there is no overall discussion of the total disposal volume/weight expectation based on the different methods. Can the same facility be used? lined/unlined?, difference in transport (my guess is this material will be significantly heavier)? etc. Will there be more truck trips offsite? Additionally, please clarify if there will be any residual from the Portland Cement left at the site? Upland or instream? What about its effect on the landfill (biodegradeable) etc? When zapzorb vs PC, what is the long term footprint at the disposal facility?

As I had mentioned earlier I would like a clear summary of the total impacts (environmental footprint) of using both of these options.

Kathryn Hernandez  
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▼ "Paul Fuglevand" ---10/19/2012 08:35:26 AM---Kathy, Liz, Bill

From: "Paul Fuglevand" <[pfuglevand@dofnw.com](mailto:pfuglevand@dofnw.com)>

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Date: 10/19/2012 08:35 AM

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Kathy, Liz, Bill

Attached is a NWOD In-Canal Stabilization Test Section Work Plan for your review, today if possible. We expect to complete removal of the sediment from Section 2A of the canal by the end of next week, so we would like to begin preparing for a test section on Monday to make it happen.

Feel free to call me with any questions or comments. We would like to give the contractor notice for the test section by end of day Monday if at all possible.

Thank you for your consideration of the in-canal stabilization work plan.

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[attachment "NWOD In-Canal Stabilization Test Section Work Plan 2012-10-19.pdf" deleted by Kathryn Hernandez/R8/USEPA/US]



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